

Amendments to the Claims:

The text of all pending claims, (including withdrawn claims) is set forth below. Canceled and not entered claims are indicated with claim number and status only. The claims as listed below show added text with underlining and deleted text with ~~striketrough~~. The status of each claim is indicated with one of (original), (currently amended), (canceled), (withdrawn), (new), (previously presented), or (not entered).

Applicants reserve the right to pursue any canceled claims at a later date.

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1 – 4 (canceled)

5. (currently amended) A method for controlling a fuel pressure in a fuel supply device of an internal combustion engine, wherein the supply device has a fuel pump that pumps a fuel into a fuel accumulator that supplies injection valves with the fuel and that is connected to a regulator valve that adjusts the fuel pressure as a function of an actuating signal comprising:

determining a desired fuel pressure value;

determining an actual fuel pressure value; and

determining an actuating signal as a function of the desired fuel pressure value and a variable; ~~wherein~~

the selected from the group consisting of: a dynamics of the a flow of the fuel through the regulator valve, the a variation in the a fuel flow rate or and the a variation in the fuel pressure ~~being used as the variable characterizing the dynamics of the flow of fuel through the regulator valve.~~

6. (currently amended) The method according to Claim 5, wherein the regulator valve is an electromagnetic regulator and that ~~the~~ an energization of the electromagnetic regulator is influenced by the actuating signal.

7. (currently amended) The method according to Claim 5, wherein if the flow rate increases ~~the~~ an energization of the electromagnetic regulator is decreased and if the flow rate falls the energization is increased.

8. (previously presented) The method according to Claim 6, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

9. (previously presented) The method according to Claim 7, wherein that if the fuel pressure increases the energization is decreased and if the fuel pressure falls the energization is increased.

10. (currently amended) A method for controlling a fuel pressure in a fuel supply device of a combustion engine having a regulator valve, comprising:

determining a desired fuel pressure value;

determining an actual fuel pressure value; and

determining an actuating signal as a function of the desired fuel pressure value and a variable; wherein

the selected from the group consisting of: a dynamics of the a flow of the fuel through the regulator valve, the a variation in the a fuel flow rate or and the a variation in the fuel pressure being used as the variable characterizing the dynamics of the flow of fuel through the regulator valve.